


THE GREAT NORTH-WESTERN CITY. PORTLAND



PORTLAND

CONSOLIDATED

1892



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Chamber of Commerce Building, cor. Third and Stark Sts., Portland, Oregon.
200 feet on Stark St. by 100 feet on Third. Cost, with ground, \$650,000.

Consolidated * Portland.



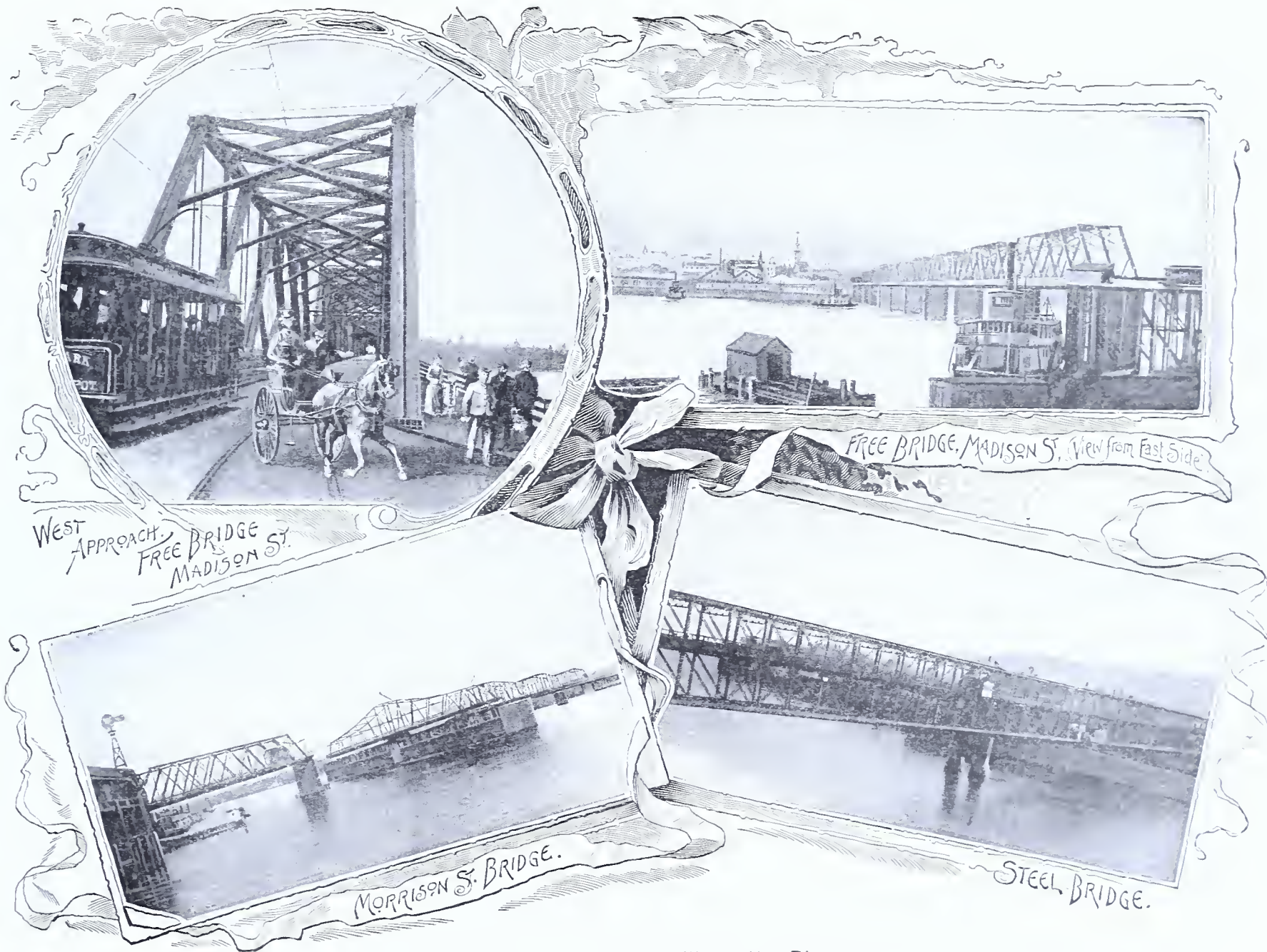
IN a former publication of the same general character as the one now presented, the following sentence occurs: "In what is called the CITY OF PORTLAND and what is known to the world at large under that name, there are, in fact, three separate municipal corporations; PORTLAND, EAST PORTLAND, and ALBINA. Lying side by side and united in business interests and all else but the name, they are at this time as much one city in fact, as though they were one city in law. They are soon to be united as one city under the common name, PORTLAND."

The title of this pamphlet, "CONSOLIDATED PORTLAND" proclaims the realization of the above statement. On the first day of June, 1891, under authority granted by the Legislature of Oregon, and by a majority unprecedented in the history of the State, the citizens of the three cities of PORTLAND, EAST PORTLAND and ALBINA merged their distinct municipalities into one. The waters of the graceful Willamette which formerly separated them, were thus transformed into a broad highway in the centre of a thriving city of 80 000 people. Harbor and highway at once. A harbor five miles in length, from 1,000 to 1,500 feet in width and forty to sixty feet deep, and a highway of health and prosperity reaching from the grain fields, the stock ranches, the mines and lumber camps of the State and its sisters, Washington and Idaho, to the waters of the

Pacific and the ports of the world. The bridges across the river became but extensions of its streets, making PORTLAND, by virtue of the irrevocable power of location, henceforth and forever the metropolis of the Northwest, the commercial center of an empire 1,000 miles square. From the day of its foundation PORTLAND has grown entirely through the force of circumstances, and has attained its present position through natural causes alone. As the center of a country rich in all that Earth can produce, and blessed with an exceptionally favorable climate, its growth has never been abnormally forced. On the contrary, the abundance which has lain at man's hands, the necessities of life being always within his reach and the want of food and shelter unknown, has in a measure retarded its growth, and at times in its earlier years there ruled a spirit which failed to invite, if it did not actually repel immigration.

That the City has reached its present position upon a foundation secure beyond peradventure, is but a convincing proof of the certainty with which nature secures her ends. As year by year has extended its business area, increased the value of real estate, lengthened its streets, improved its general appearance, built up elegant mercantile, residence and public edifices, added to its general wealth and made its citizens prominent in the councils of the nation, its advantages have been made known to the world and others invited to share in the sure rewards of prudence, energy and industry.

This publication is not statistical in character. It is designed simply to give, through the aid of the camera, views of the CITY OF



Bridges across the Willamette River.

A Commission with necessary authority has decided upon the location for two additional free bridges which will be commenced during the current year.

PORTLAND as consolidated, and to show among some few older edifices the buildings which have been erected within its boundaries since the issue of a previous book of illustrations by the Board of Immigration a little more than one year ago.

This "Board of Immigration" is doing business under a sign which hardly expresses its purposes. It is composed of citizens elected to fill their positions by subscribers to a fund designed to supply the means for disseminating information and answering any questions concerning the CITY OF PORTLAND, the STATE OF OREGON and the NORTHWEST generally, with exactness and truth. The Board maintains rooms where the products of all sections of the State may be examined thoroughly by intending settlers. It sells no lands, does no financial business, knows no individuals or corporations, and its services are entirely gratuitous and impersonal.

It is not within the scope of this publication to refer to the State of Oregon generally. Complete and extended information upon that subject, will be supplied upon application to the Board, at PORTLAND. In resources it is second to none of its sister states, and it stands side by side with the great commonwealth of Pennsylvania in the variety and abundance of its natural wealth. "Crops never fail in Oregon," is a saying which has stood the test of time, and the full meaning of which will be appreciated by thousands of sufferers from drought and blight. The country which can depend upon its rains in due season, "its first rain and its latter rain," which is builded, so to speak, upon pillars of wheat, wool, lumber, and iron,—which has the world for its customer and the ships of the nations at its beck and call, stands an independent empire in itself.

PORTLAND is the index of the growth and prosperity of the State and like Philadelphia, the great city of its fair and most similar sister Pennsylvania, is above all things a city of homes. There is none of that spirit of possible change which is frequently apparent in Western cities. On the contrary, a settled, contented influence impresses itself even upon the casual visitor, who leaves the place feeling that he

has been among a people with mutual interests, bound in that tie which is the only one to secure a permanently prosperous community, the love of a common home.

PORTLAND is probably one of our most distinctively American cities. When it is remembered that it still numbers among its residents men and women, hale, hearty and vigorous, who came hither in their prime, when the entire site was a vast forest cut off from the rest of the world by seemingly impassable mountain ranges and unexplored waterways, its possibilities in the future can be the better appreciated and understood. Its beautiful homes breathing comfort, culture and contentment in all their surroundings, its blocks of massive and substantial business buildings, its busy streets and bustling docks, its astonishing railroad traffic, its commodious, well kept hotels, numerous schools, churches of every denomination; its theatres, its library, its Industrial Exhibition Hall, its electric lights, and electric cars traversing its boundaries in all directions, combine to impress the visitor with a general air of progressiveness characteristically American. But in one respect, which is in a measure considered essentially American, Portland and Oregon differ from some of their sister cities and states. Neither has ever permitted itself to boom. The natural growth of PORTLAND, which could not possibly be impeded, has never been forced. During its infancy and earlier days, attempts were made to divert both to older and younger points the traffic which it commanded. Nature vetoed them all. It is not, however, simply the advantage of position which has made PORTLAND's greatness and which assures its continuance. The city does not sit as a toll gatherer, but contains within itself those elements of vigor and productiveness which make it quite as valuable to its surrounding country as that country is to it. Its pre-eminence as a manufacturing point must, in time, eclipse the record which it has made as a distributing center. It is in this direction that it offers a most attractive field to enterprise and ability.

PORTLAND is situated on the Willamette river just above its confluence with the Columbia, and at the head of navigation, for



A Camera Glimpse of Portland,—looking East from Portland Heights.

Portland Heights, the hills rising from the West end of the city, are now covered with elegant residences and reached by cable cars, three minute service.

deep-sea vessels, of both rivers. It is a seaport admitting deep-sea vessels of all sizes and classes, open for navigation at all times and seasons, and since the first settlement of the country has been, as it is now, the principal port of import and export, the trade and manufacturing center and metropolis of the entire Pacific Northwest.

The business houses and residences are well and substantially built, and will compare favorably with those of older and larger cities; there are 70 miles of paved street, well kept, and in the

residence portion beautified with fine shade trees; there are 20 miles of street graded but not paved; 164 miles of sidewalk and over 40 miles of sewer. The city owns its own water works supplying over 10,000,000 gallons of water per day, and a complete and efficient paid fire department. There is an abundant supply of gas, and electricity for both lighting and power, and the city is well lighted by electric street lights. There are 87 miles of street railway, electric, cable and horse-car service, now in operation, a large part of which is double track.



NO better illustration of the fixity and operation of natural laws in the growth of cities, can be found, than the CITY OF PORTLAND. The city was not located through any design on the part of any one to build a city at this point, nor has it attained its present position through any organized effort, either on the part of its citizens, or of any transportation line or lines, or of any other body, to build a city here. It was first started as a supply of a demand, and as such it has continued to grow in proportion as its tributary country has grown and developed, the growth of its trade being constantly in advance of its growth in population and forcing that growth.

In the days of the first settlement of the Pacific Northwest, when there were no cities and not even a village where the CITY OF PORTLAND now stands, the owners of a trading vessel, having a cargo of general merchandise to dispose of, and seeking the point best suited to the disposal of that cargo to the scattered settlers, and to the collection of an outward cargo of the products of the country, brought their vessel into the Columbia River, and ran it to the extreme head of navigation for sea-going vessels. When they could go no further they stopped and opened a store on the banks of the

river for the sale of their cargo. The spot where this store was located, was, from this time on, the center of collection and distribution. Around it clustered other stores and warehouses. Year by year this first trading vessel was followed by other vessels; then came river steamers, plying upon the various rivers reaching into all portions of the producing sections. Year by year their number grew and they brought their trade to this same spot, for here, where navigation for sea-going vessels ceased, the various lines of river navigation met. Last, but not least, came the railroads, and these, being built with the lay of the country, and in the line of its trade, though all built through separate sections, and on different lines, all met at this same spot. Thus little by little there grew up, on and around the spot where that store stood, a mighty trade and commerce, extending to all parts of the world, and numbering its annual arrivals and departures of sea-going vessels by the hundreds, and their tonnage by the hundreds of thousands, and railroad trains and river boats by the hundred daily. With the growth of this trade and commerce grew the CITY OF PORTLAND, for the spot where that first store stood was for many years the center of the business portion of PORTLAND, from which it has now extended to the North, the South, Eastward, and to the West.

PORTLAND has seen more than one ambitious rival, backed by some supposed mighty power, arise with flourish of trumpets, to



Camera Glimpse of Portland,—looking North from Portland Heights.

dispute the pre-eminence of its position, but one by one these would-be rivals have taken their appointed places, and year by year PORTLAND has grown and increased in population, its trade and commerce have waxed greater, and wealth has flowed in upon its citizens. As the vast territory tributary to PORTLAND increases in population, there will doubtless be other cities of considerable magnitude scattered here and there, in fact some of these are now making such progress as bespeaks for them a bright future, but as the growth of PORTLAND and its trade, year by year, is greater than that of all the other cities of its territory combined, there is little danger that any of these cities will reach in the future, any higher relative position, as competitors of PORTLAND, than they occupy in the present.

As a matter of fact PORTLAND has never yet suffered, even temporarily, from a rival located in the section of country of which it may justly claim to be the metropolis.

Situate near the confluence of the Columbia and Willamette rivers, PORTLAND is located at the point of discharge of a natural funnel, of which the mountain ranges act as the sides, bringing the waters, and with the waters, the trade and commerce of the entire country to this one point.

To the south of the Columbia river the country is traversed north and south by two great ranges of mountains. On the coast, extending from California to the Columbia and northward, is the Coast Range, having an elevation of about four thousand feet, and about seventy-five miles to the eastward of this, is the Cascade Range, having an elevation of about eight thousand feet, with some few passes as low as five thousand. Between these two ranges is a section of exceedingly fertile land, about double the size of the State of Massachusetts. This section could reach the sea by crossing the coast mountains at heavy mountain grades, but, along this entire coast, is no harbor admitting other than light draught coasting vessels, until the Columbia is reached, and it is compelled to seek its outlet at PORTLAND, which it reaches, by rail, at average water level grades,

by following the course of the valley between the two ranges of mountains, to PORTLAND which is situate at the end of the mouth of this valley. The country south of the Columbia and east of the Cascade mountains, can reach or be reached from the sea, at a port admitting vessels of all classes, at average water level grades, only by the pass of the Columbia and by way of PORTLAND, which is just at the mouth of this pass; or, at heavy mountain grades, by crossing the Cascade range, to the valley between the Cascade and Coast ranges, and going northward to PORTLAND, which is just at the mouth of the valley.

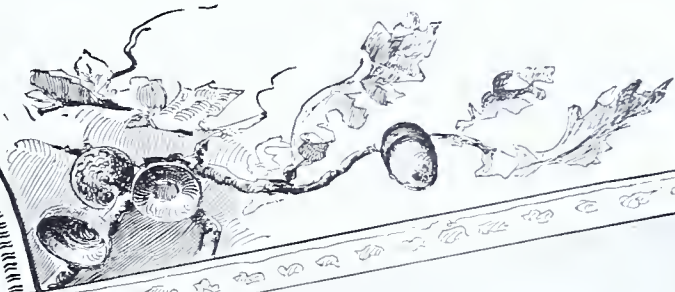
To the north of the Columbia and the west of the Cascade mountains, the country is divided into two sections by the general lay of the country and its watershed. Puget Sound makes into the east of the coast mountains, and extends southward to very near the watershed of the Columbia. The country around the sound is mountainous in character, and almost entirely without agricultural lands, though rich in resources of timber and minerals; this country naturally finds its outlet to the sea by way of the waters of the sound. But the country to the south, and within the watershed of the Columbia, finds its outlet by way of that river and the city of PORTLAND. The country east of the Cascade mountains, and north and east of the Columbia, can reach or be reached from the sea by way of Puget Sound, by crossing the Cascade mountains at heavy grades, but cannot be reached at low grades, save by way of the pass of the Columbia and the city of PORTLAND.

The advantages appear plainly enough by mere reference to an ordinary map of the country, but the more the country is studied in detail, the more prominently the advantages of the position of PORTLAND stand out.

As a sea port, PORTLAND is accessible to sea-going vessels of all classes. The river, thus far, has not been obstructed with ice oftener than on an average of once in ten years, and then only for a few days during a season, and it may be said it is open to navigation at all times and seasons.



NEW
RETAIL STREET.



RESIDENCE STREET.



OLD WHOLESALE STREET.

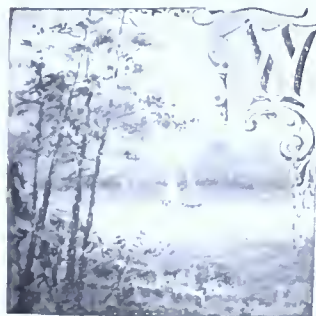
GLIMPSES OF
PORTLAND STREETS.

The following, taken from the "*Morning Oregonian*" of January 26th, 1892, will give a fair idea of the general daily movement of shipping in PORTLAND harbor.

"There are now seventeen sailing vessels in the Portland harbor and four at Astoria about ready to come up. Three are in the river, bound down. Twenty-four vessels moving or working in the river at one time is a sure indication of the prosperity of the port and the season, and when it is taken into consideration that there is not a blockade of any kind existing, it can be readily seen that Portland has the best facilities for giving quick dispatch to grain or lumber vessels. The fleet in port has a carrying capacity of about 60,000 tons. The fleet on the way to this port registers 27,776 tons. The Towing Company is again up with its work, and is once more waiting on the shippers. For the past ten days the company has been rushed to its utmost. Now the steamers Reed, Thompson, Hayward and Ocklahama are at work, and everything is moving satisfactorily.

The French ship *Ville de Rouen* and the Norwegian ship *Odd*, which arrived up Sunday, are still anchored in the river. The *Odd* is a new ship like the French vessel, and like her, is built of steel. She will load wheat or flour at the Albina mills.

The vessels loading wheat are the *Mary Lew*, at the Southern Pacific dock, and the *Earl Dunraven*, at the Montgomery dock. The *Zuleika* is loading flour at the mills and will finish and go into the stream to-day. The *Kinkora* is taking out coal at the West Side bunkers, the *Cardigan Castle* is discharging merchandise at the foot of D street, and the *Scottish Glens* is taking out cement at the bonded warehouse on the East Side. The *Doxford*, which will load lumber, the *Clan Grant* and the *Poonah* are anchored in the stream.



WHEN, in the course of time, railroads were built in the Pacific Northwest, as well connecting it with the general railroad system of the United States, as providing it with what might be termed local lines of transportation, these roads, one by one, as built, centered at PORTLAND. The first through railroad connection was made in September, 1883. Enough railroads have been built in the short time that has elapsed since the railroad age

The latest arrival at Astoria is the British bark *Pass of Leny*, 1279 tons, Tover, master. Her voyage out was from Glasgow. The bark will load lumber at the Clatsop mills. Other vessels at Astoria are the *Reaper*, *Mary Blundell*, *Port Carlisle* and *Port Adelaide*. The towboats *Ocklahama*, *Thompson* and *Hayward* will be at Astoria to-day and will clean up the lower harbor.

The *Bessfield* left down at one o'clock yesterday afternoon in tow of the steamer *S. G. Reed*. The *Kirkcudbrightshire* left down the day before and the *Ulidia* should arrive down to-day."

In point of safety PORTLAND stands first among the great ports of the Pacific coast, the records of her commerce showing the proportion of loss, to number of vessels entering and departing, to be much less for the Columbia river than for the Golden Gate at San Francisco, or for Puget Sound, and this might well be claimed as a very decided advantage. But cities do not live from the sea, but from the land. The history of all great commercial ports shows, that while reasonably good facilities for the entrance and departure of sea-going vessels must exist, these given, it is the position as to the land which determines the growth and importance of the city. PORTLAND owes her birth to her proximity, as a sea port, to the sections which produce the exports, and consume the imports. This same proximity has thus far defeated every attempt to divert her trade to other points, and it is safe to say that it is this which will prove her strength as a sea port in the future as it has in the past.

of the Pacific Northwest began, to make PORTLAND the greatest railroad center west of the Rocky mountains, she far exceeding in this respect the older and greater city of San Francisco.

PORTLAND has at this time five through eastern railroad connections, the Union Pacific, the Southern Pacific, the Northern Pacific, the Great Northern and the Canadian Pacific. The first three operate through trains direct to the city, and PORTLAND is the terminal point where these trains are made up and disbanded. The Great Northern makes a direct connection, using the lines of the Union Pacific between its present western terminus and PORTLAND,



As a local line the Southern Pacific provides PORTLAND with a rail connection with all that part of Oregon lying between the Cascade and Coast ranges and with Northern California.

What may be called the main line, in that it is the one by which through connection is made, runs from PORTLAND by way of the east side of the Willamette river, south through the Willamette Valley to and through the Umpqua and Rogue River Valleys, to the southern Oregon boundary and California. It runs throughout the entire distance, through one of the richest and most fertile farming and fruit sections in the world, at this time one of the most densely populated sections of the Pacific Northwest, and having a number of well built and

and doing a large through business in both passengers and freight, while the Canadian Pacific, though not making direct rail connection, and having only the same relation to the business of PORTLAND, as to that of the ports of Puget Sound or of San Francisco, is in constant competition for both passengers and freight, both of which it carries through, to and from PORTLAND, by way of its own line and connections, practically making of it an additional through line. The local lines which connect PORTLAND with her tributary territory, consist in part of such portions of the through lines as are located in that territory, with systems of branches constructed as for a supply of the demands of local traffic, and in part, of lines in no wise connected with the trunk lines.



Car Shops, East Side.

thriving cities and towns along it, varying in size from 10,000 in population downwards.

The other line runs from PORTLAND, on the west side of the Willamette river, to Corvallis, in Benton county, and in the extent and fertility of the country through which it passes, it is not a whit behind the other line in importance in proportion to extent of line.

In addition to the connection with her tributary territory, afforded PORTLAND by through lines and their branches, and the independent line of the Southern Pacific mentioned, the city also has a connection with a large part of Western Oregon and a part of Washington by means of a system of narrow gauge lines. There are three of these roads.

The Portland and Willamette Valley and The Oregonian Railways give the city a connection with both sides of the Willamette Valley, entirely independent of the Southern Pacific lines, and they are far enough removed from those lines to supply a section of country that would not have been adequately supplied by them, and to have a sufficient territory for their own support.

The Portland and Vancouver Railroad is at present more important as a passenger road than as a carrier of freight. It has been built but a short time, however, and its traffic has so far exceeded the anticipations of its builders, that its extension and development is already decided upon.

The mileage of roads situate in and directly connecting PORTLAND with her immediate tributary territory is as follows :

Union Pacific.....	1850 miles.
Northern Pacific.....	894 "
Southern Pacific Main Line.....	375 "
" " O. & C. West Side Line...	97 "
Oregonian Ry.....	163 "
Portland and Willamette Valley.....	29 "
Portland and Vancouver.....	6 "
Total.....	3414

In this is not included suburban roads, of which there are several, connecting PORTLAND with suburbs from four to seven miles distant, nor any of the mileage operated in the Pacific Northwest where the road terminates and trains have their point of final destination and departure, at any other city or town than PORTLAND.

The train service on these roads is quite complete, and gives PORTLAND daily communication with all parts of her tributary territory, that has yet been supplied with railroad facilities. Exclusive of her suburban trains, of which there are a large number, 26 passenger trains and more than double that number of freight trains, arrive at and depart from PORTLAND daily, and they go and come crowded. The Union Passenger Station and the terminal grounds are upon the west side of the river. The car shops and general works are on the east side, in the district formerly known as Albina, and add greatly to the activity of that section of the city.

The system of interior water lines of transportation centering at PORTLAND far exceeds anything of the kind tributary to San Francisco, or existing anywhere else west of the Rocky Mountains, and it is the only system of water transportation in the Pacific Northwest by which any portion of the agricultural districts is reached. In its ramifications it presents a system of transportation about 1,000 miles in extent, and, in that it affords facilities for an indefinite number of independent lines of river steamers, represents in its ultimate results many times that number of miles of local and competing lines of railroad. And whilst it may be admitted that these water-ways do not do away with the necessity for railroads to the full and complete development of the country, yet, the increase of the volume of business done on these ways, which has kept steady pace with the general development, fully proves that neither does the building of the railroads do away with the use of the water-ways, or render them a less mighty factor in the general growth and prosperity.



Some of Portland's Hotels.



PORTLAND is especially favored in all those attractions which make a city pleasant and desirable for home life. A large proportion of the houses are owned by their occupants, who display commendable pride in beautifying their surroundings. Houses erected for rental are as a rule built on modern plans and with all the improvements which add so materially to general comfort. PORTLAND's architects are without exception, ambitious, progressive and talented. Some of the residences both on the East and West sides are models of beauty and interior convenience.

Public Schools.

The public schools are fully equal to the requirements of the day as far as structure is concerned, while the course of study is founded upon the experience of instructors of recognized ability. The management is removed entirely from all political association and influence, the directors being named directly by the people, and elected by those whose taxes support the schools. The city employs 182 teachers, has twenty-two school buildings, and gives instruction to 8506 pupils. The facilities afforded for the education of children are not exceeded elsewhere in this country. In addition to the public schools there are a number of private educational institutions of well deserved reputation of successful conduct. The Bishop Scott Academy and St. Helen's Hall are favorably known far beyond the limits of the State. The University Buildings, now in course of construction at Portsmouth, a near suburb of the city, on one of its electric car roads, will be of massive character and fully equipped as an institution of higher learning. There are also two commercial colleges in the city, both prosperous, two medical colleges and a law school.

Churches.

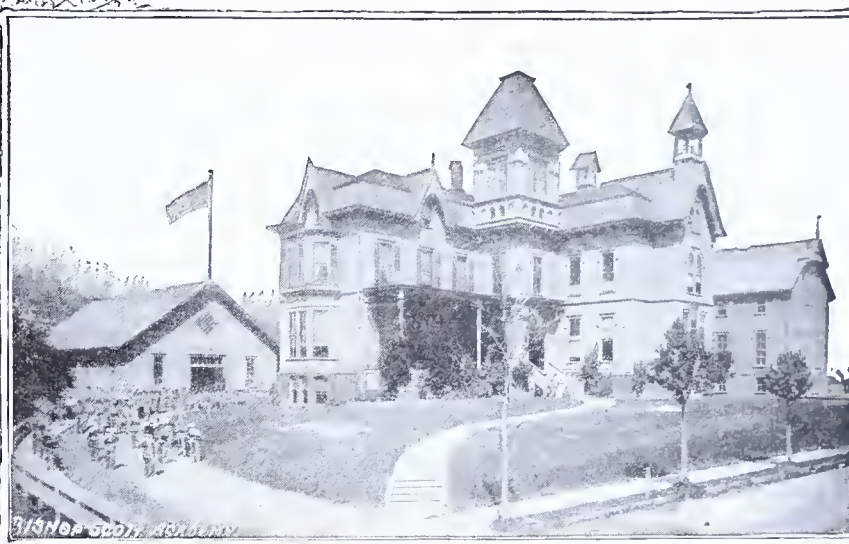
Churches abound. All creeds and denominations are represented, and the utmost harmony and fellowship prevail. Interchange of pulpit and combination services are not infrequent. The First Presbyterian Church, the Congregational Church, the Centenary Methodist Church, St. Patrick's Catholic Church, and the "Beth Israel" Synagogue, are each in their distinctive characters as buildings, worthy of marked attention; while numerous other churches attest with the religious sentiment of the people their appreciation of the proper dignity which should attend divine worship.

Fraternal Organizations.

The various philanthropic, fraternal and beneficial organizations common to all large cities are well represented in PORTLAND. There are five Masonic blue lodges, two Royal Arch Chapters, a Commandery and a Shrine, while the ancient Scottish rite has a strong following working in all its various degrees. The Odd Fellows, Knights of Pythias, Forresters, Red Men, Woodmen and *Bnai Berith* are all represented by two to eight lodges each, while the Ancient Order of United Workmen has no less than eleven prosperous lodges within the city limits. This Order is now building a Temple which will be by far the finest edifice yet erected by the fraternity. The Masons and Odd Fellows have each their own buildings on the West side and a very elegant Masonic temple is to be erected on the East side. Ground is now being prepared for the purpose. There are several Grand Army Posts, a number of singing societies and musical organizations, a Young Men's Christian Association and a variety of social clubs.

Homes and Hospitals.

The city has three public Hospitals, an Orphans' Home, a Baby's Home, the Refuge of the Boys' and Girls' Aid Society, and other benevolent and charitable institutions conducted wisely and for the best interests of the community.



Private Educational Institutions.



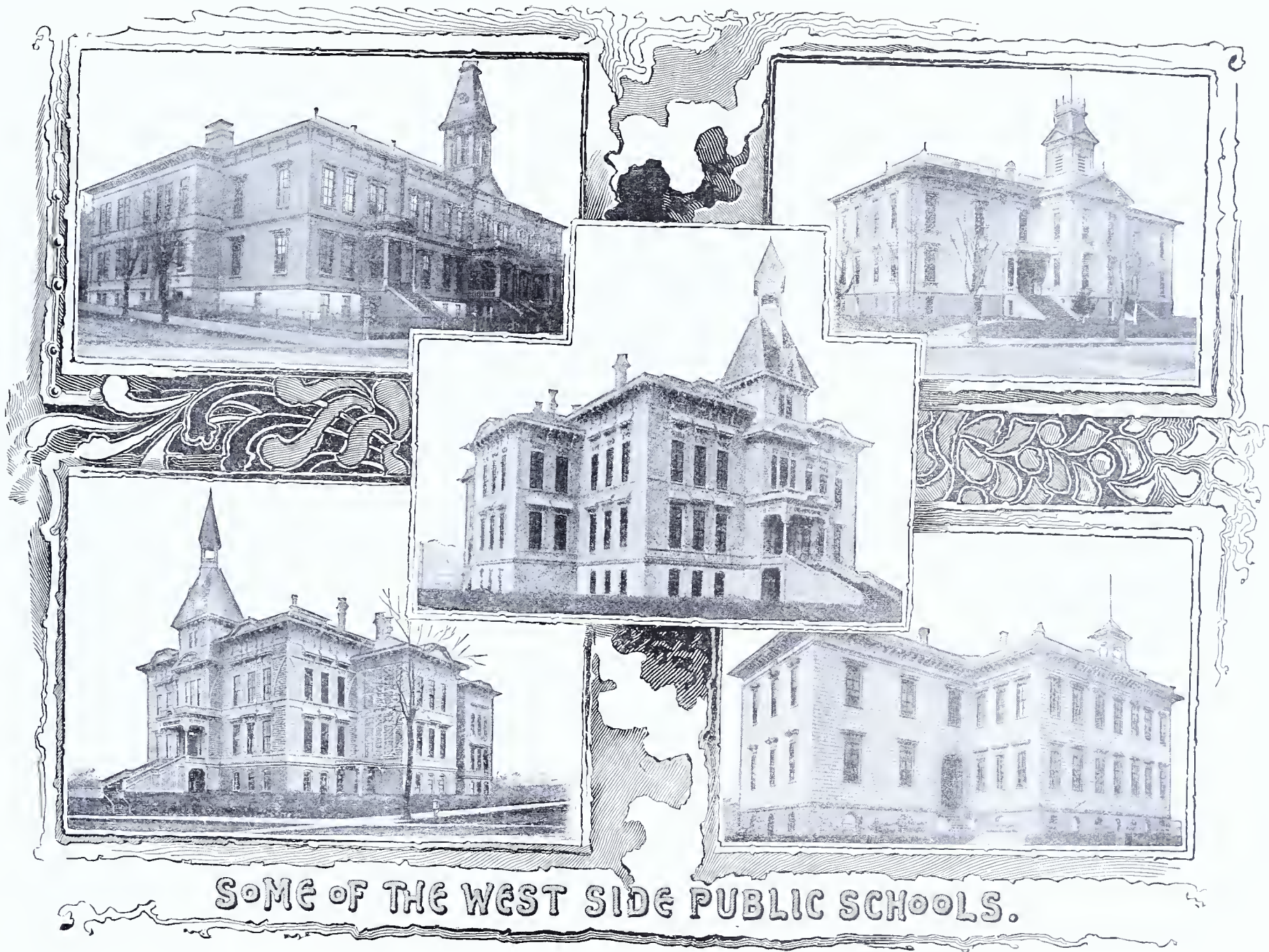
Portland High School,—West Side.

Theatres and Hotels.

There is no lack of public amusement. The Marquam Grand Opera House is a beautiful building and costing close to half a million dollars; it is admirably conducted. There are two other theatres, "The Park" and "Cordray's," and quite a number of places devoted to vaudeville entertainment. Concerts and lectures are frequent. All operatic and dramatic attractions successful in Eastern artistic centers, all eminent professional lecturers and musicians visit the Pacific coast, which means of course, PORTLAND, and nowhere in the entire country is true merit more generously recognized.

The Industrial Exposition held at PORTLAND annually, usually continuing for four weeks, is the greatest attraction of its character on the Pacific coast. The building occupied is large and imposing, erected with special reference in each of its departments to their special requirements, as demonstrated by long experience and observation. The Music Hall, which occupies the centre of the immense structure, between the wing devoted to machinery and mechanical displays and that of the general exhibits, is at present the finest Concert Hall west of the Rocky Mountains. A general pride in the Exposition is felt by all citizens of PORTLAND; it is visited during its continuance by the people of all portions of the Northwest, and it is certainly an important factor in the development, growth and dignity of the city.

PORTLAND did for some time suffer from a lack of proper hotel accommodation, but within the past few years this condition has been altered, and its hotel service is ample and first-class. "The Portland" erected by the citizens, and costing upwards of a million dollars, is a model in every respect. There are numerous other hotels ably conducted, and many large boarding houses which afford all the comforts of private residence.



SOME OF THE WEST SIDE PUBLIC SCHOOLS.

Libraries and Newspapers.

The new building of the Portland Library Association is now rapidly approaching completion, and will very soon be occupied. The institution which may be called semi-public, inasmuch as but a small monthly fee is charged for membership, is managed with peculiar tact and intelligence. It is in line with the leading libraries of the largest American cities. A legacy of one hundred thousand dollars, recently bequeathed to it by a lady, late resident of the city, will aid materially in its immediate development. The building into which the library will be shortly removed is one of the chief ornaments of the city. It is entirely fire-proof, the floors being of steel and terra-

cotta. The ground floor is of granite and the two upper stories of buff stone.

Numerous papers and periodicals are published in PORTLAND. While some are of local interest only, others exert a wide-spread influence. Chief and oldest among the dailies is the "*Morning Oregonian*," which stands well in the front rank of American newspapers and which for forty years has been an important factor in the education, growth and development, not only of the City and State it especially represents, but of the entire Northwest. Through this Empire its influence is paramount to-day. The solid and imposing building recently erected and occupied by the paper is in a measure illustrative both of its character and success.

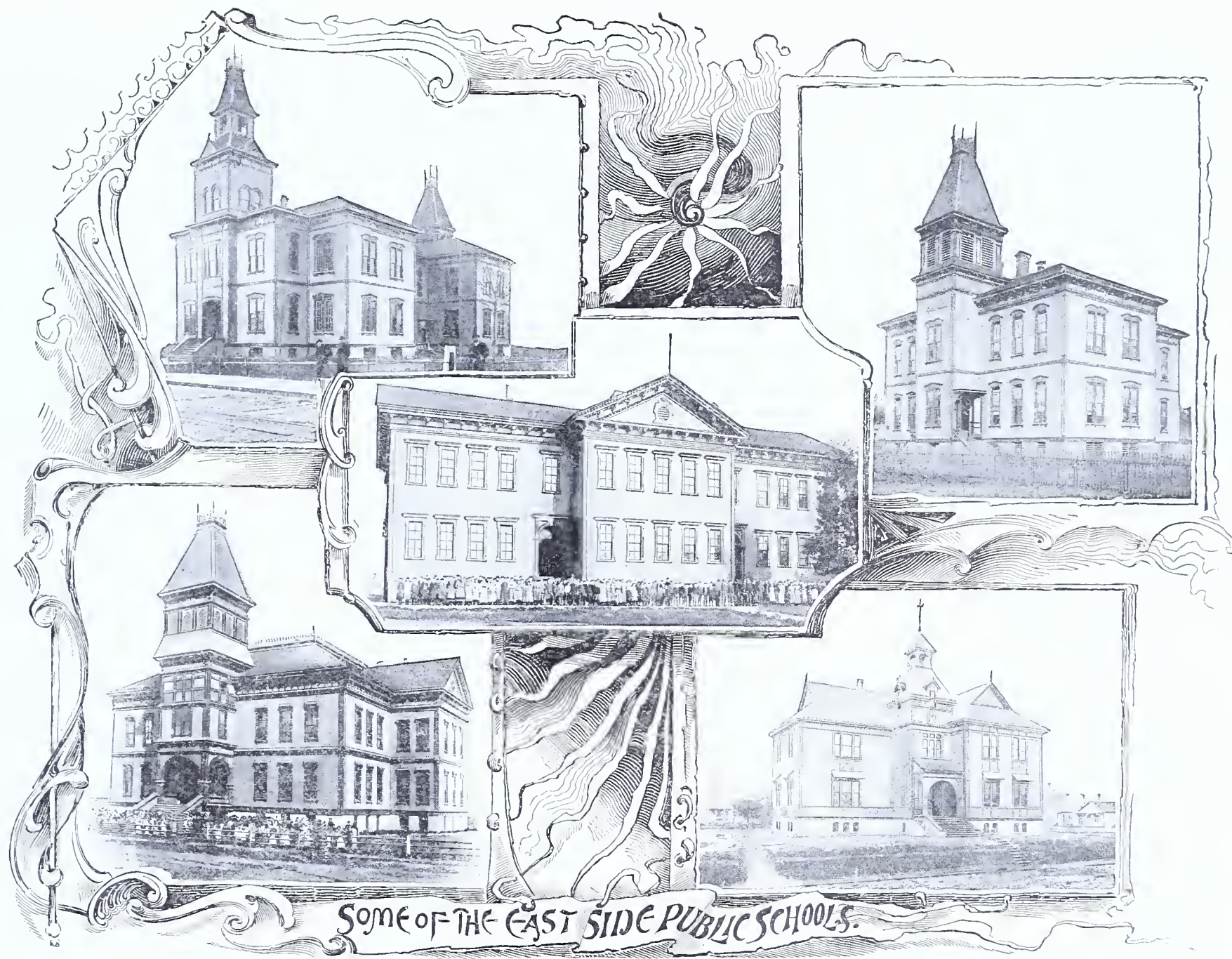


VIDENTLY then, the natural commercial advantages of PORTLAND and its growing attractiveness as a place of residence, its phenomenal past record and the practically unlimited capital at its command, assure a future which will make it an important contributor to the financial strength and mercantile standing of the entire Republic. That ingrained hard money faith which maintained a gold basis even through the great greenback period of the war, the cautious though progressive character of its citizens, and the sagacity of its capitalists, render it independent of financial centers likely to be affected by speculative happenings. It is said that there has never been a failure of a wholesale or jobbing firm in the city's history. Also was the fact generally accepted that PORTLAND, the original Portland on the west side of the river, was the third richest city in the World in proportion to population. Whether the extension of the city by the consolidation with East Portland and Albina has changed this proportion, we cannot at

present determine. Certain is it, however, that PORTLAND has always been amply able to protect the interests not only of the city alone, but of its entire tributary section. Not only has PORTLAND been able to do this, but the most convincing proof of the promise of this section as a field of substantial investment, is the example of the citizens who have since its earliest movement been identified with its financial progress. This example of the capitalists, followed by the industrial classes, has returned to the section itself all the wealth which it has produced with the increase and earnings of that production. All balances in favor of the country have been used to extend the development of its various industries.

In his annual address to the Chamber of Commerce, under date of January 14th, 1892, the President of that body reports as follows, concerning the city's banking facilities:

"The banking facilities of Portland, partly by reason of consolidation, have been bettered during the year. The Bank of Albina, First National, Citizens and East Portland Savings Bank being added, gives our consolidated city twenty Banks, instead of sixteen, as recorded in 1890. These twenty banks combined, as has been ascertained by personal application to each, have resources available for commercial needs, \$15,846,363, which



SOME OF THE EAST SIDE PUBLIC SCHOOLS.

gives our city an increase of banking facilities over 1890 of \$3,716,711. We are still able to record that there has never been a failure of a wholesale jobbing house in our city.

Aside from the gain in Portland's commercial standing, as has been ascertained by personal application to our merchants and bankers, the records of the Clearing House indicate a healthy and growing condition in business matters. The records show the clearings for 1891 to have been \$102,570,167.36, while for 1890 they were \$93,439,224.75, showing a gain in 1891 over 1890 of \$9,130,942.61, or an average per week of \$175,595.05."

These figures look well for a city of PORTLAND's population, but in connection with them it may be stated that the city numbers among its citizens more than one whose private resources are generally believed to be in excess of the nearly sixteen millions given as bank resources. A comparative statement published last October from the records of each city, of the clearances in Tacoma, Seattle and PORTLAND, gives the following figures :

PORTLAND.	
October, 1891.....	\$11,358,735.91
October, 1890.....	9,854,710.19
Gain.....	\$1,504,024.72
SEATTLE.	
October, 1891.....	\$4,083,537.24
October, 1890.....	5,444,627.73
Loss.....	\$1,361,090.49
TACOMA.	
October, 1891.....	\$5,044,412.03
October, 1890.....	5,379,624.55
Loss.....	\$335,212.52
Clearings for ten months of 1891 and 1890 :	
Portland, 1891.....	\$83,340,898.69
1890.....	75,452,514.60
Increase.....	\$7,888,384.09
Seattle, 1891.....	\$40,515,531.24
1890.....	46,683,923.73
Decrease.....	\$6,168,392.49

Tacoma, 1891.....	\$40,306,433.00
1890.....	36,696,957.00
Increase.....	\$3,609,476.00

Combined clearings for ten months :

Portland.....	\$83,340,898.69
Seattle and Tacoma combined.....	80,821,964.00

Gain for Portland..... \$2,518,934.69

For the month of October :

Portland.....	\$11,358,735.91
Tacoma and Seattle combined.....	9,127,949.03

Net gain for Portland..... \$2,230,785.88

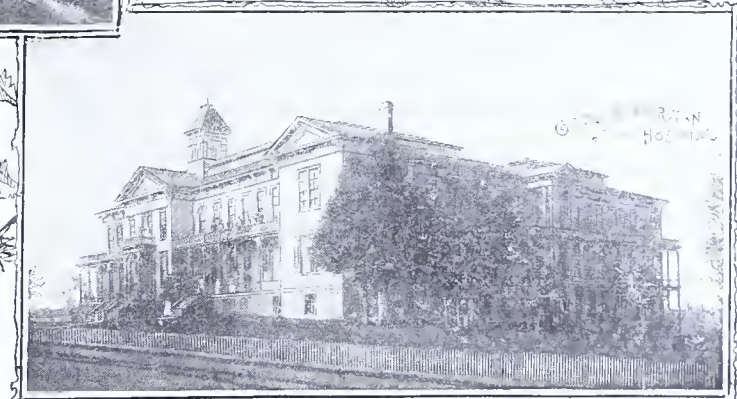
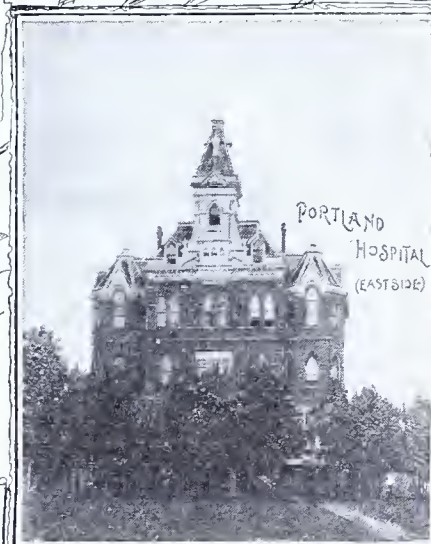
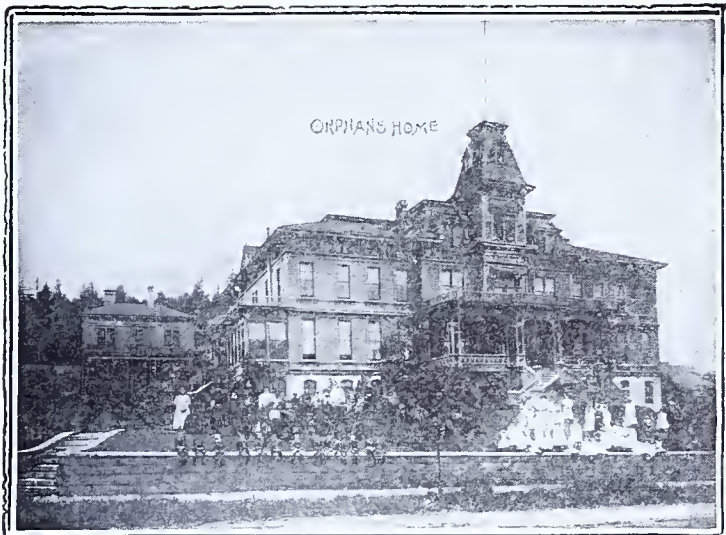
Quoting further from the President's report to the Chamber of Commerce, made up from data secured from day to day by the statistician of the Chamber, and necessarily exactly authentic, the following is the building record of 1891.

"Taken as a whole, the growth of the city during the past year has been much greater than during the previous year, there having been issued 1,466 building permits, aggregating a value of \$5,603,030, as against 1,350 permits valued at \$5,074,490, for 1890. This does not include a great number of small buildings, ranging from \$500 to \$1,000, erected in the outlying districts of the city, and for which no building permits are issued, nor does it include buildings erected in the city's suburbs bordering on the city boundary lines. Careful investigation of these two points gives a total addition to the city during the year, of 2,520 buildings, of a total value of \$6,462,530. The indications for the present year, are that the growth will be exceeded. All the architects are at the present time busily employed either on definite work, or preparing initiatory sketches for intended work.

The growth of the city has been an incentive to the extension of its transportation system, there having been added during the year 15½ miles of street car track, giving the city a total of 87¾ miles of Electric, Cable and Horse car service, covering an investment of \$1,410,000."

In regard to the export commerce of the year 1891 the report summarizes, thus:

"The deep sea export commerce of Portland shows a surprising increase in 1891, over that of 1890, the record being :



Homes and Hospitals.



Post Office Square.

1891, Exports, Foreign.....	\$8,250,000.00
“ “ Coastwise.....	5,750,000.00
Total.....	\$14,000,000.00
Against a total for 1890 of..	11,020,470.00
Showing a gain in 1891 over 1890 of..	2,979,530.00

A large part of this increase is, no doubt, directly attributable to the final removal of the bar formerly at the mouth of the Columbia, the improvement of the channels of the Columbia and Willamette rivers and the reduction of Port costs upon vessels.

Rates of Charters for United Kingdom during the year have varied widely; the highest price paid having been 52 shillings 6 pence, and the lowest 32 shillings 6 pence. Tonnage at the close of the year being in plentiful supply. The fleet of ships to the Columbia river the past year was the largest of any on record.”

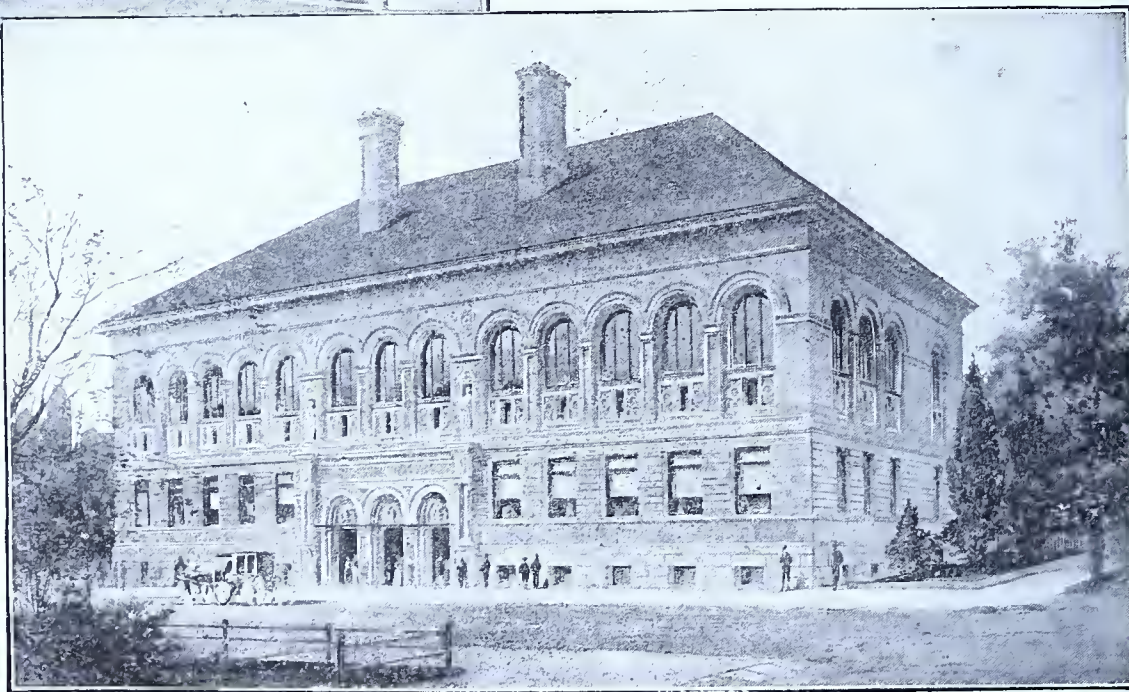
The above allusion to the removal of the bar and the permanent improvement of the river channels is further alluded to in the report thus succinctly :

“On February 18th, the Legislature passed the bill which had been prepared under the auspices of this Chamber of Commerce, creating the “PORT OF PORTLAND,” under which a commission is given the authority to dispose of \$500,000 worth of bonds secured upon the district described in the law; the proceeds to be expended in deepening the river channel from PORTLAND to the Sea, to 25 feet.

* * * * *

At the last survey during June, there was found to be 27 feet of water over the bar at mean low tide.”

Words are not needed to emphasize what this means to PORTLAND's future.



Portland Library.



MULTNOMAH FALLS.



BRIDAL VEIL FALLS.



LATOURELLE FALLS.

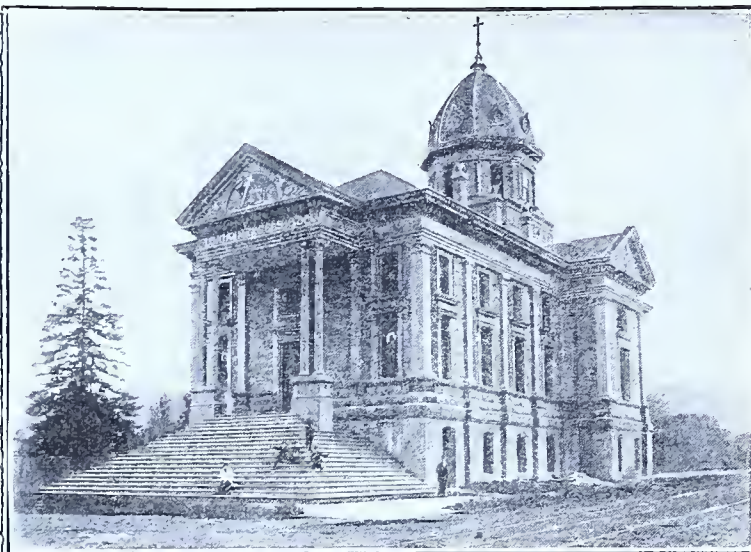
Camera Glimpses of Scenery near Portland,—along Columbia River.



IN the year 1883 PORTLAND had an established wholesale and jobbing trade amounting to about \$40,000,000 annually. The Pacific Northwest being but little known, no considerable tide of immigration followed immediately on the opening of through rail connection, and the era of rapid settlement and development did not begin until the year 1886. Meantime the change wrought by the completion of the first overland railroad, appeared to be to the disadvantage of PORTLAND. It brought the city in direct competition

with eastern houses, an element in the trade to which the Portland merchant and manufacturer were unaccustomed, and which they found it the more difficult to meet at once, for the reason that the country merchant believed he would reap advantages from direct trade with the East, and forthwith proceeded to try the experiment.

For nearly three years the trade of PORTLAND appeared to suffer, and had the city attained her position of metropolis by any system of forcing, the apparent disadvantage of the change wrought by railroad connection might have proved real. But the disturbing cause only proved temporary in its effects. Direct trade with the East was a failure as in competition with PORTLAND, as direct trade with San



ST. PATRICK'S CHURCH.



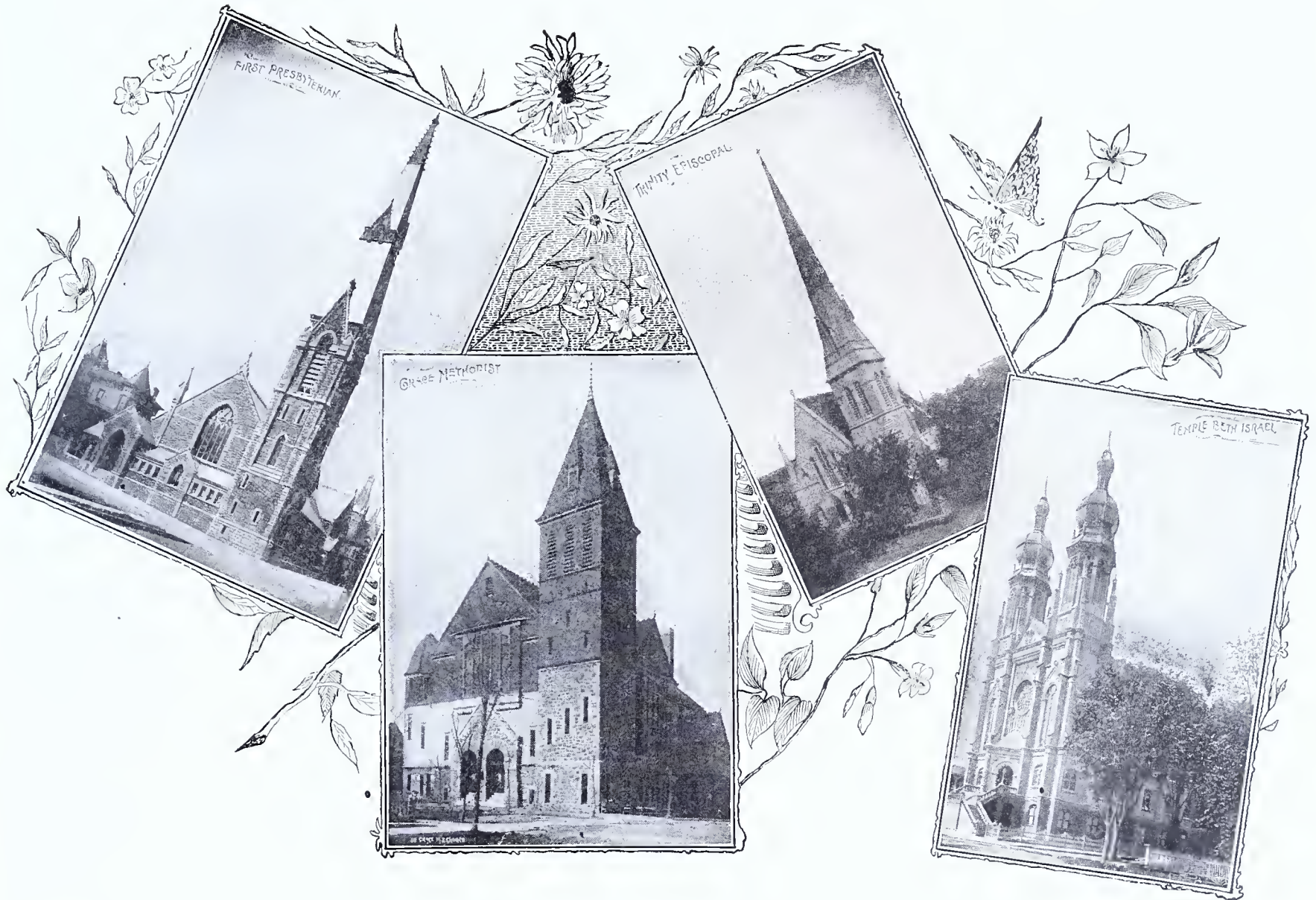
FIRST CONGREGATIONAL
CHURCH.



CENTRAL M.E. CHURCH (EAST SIDE)



CALVARY BAPTIST CHURCH
(EAST SIDE)



Francisco had been a failure before it. By the close of the year 1886 PORTLAND was again master of the situation, and on taking account of her wholesale and jobbing trade for that year, found that it had reached a little over \$50,000,000.

Since that period her commercial growth has been rapid and continued. Circumstances extremely critical in the East generally, have in no way disturbed her progress and stability. Her population has steadily increased. New sections of her surrounding country have been opened and settled, new farms grown up on all sides, new mines developed, new industries established and old ones extended, and the trade of PORTLAND has been, so to speak, the water mark of this progress, increasing steadily until it reached in 1891 a volume of \$138,127,000.

Accurate knowledge of the amount of money invested in trade during the year 1891, can be had from the following statement compiled by R. G. Dun & Co., from their latest reference book.

CAPITAL.	No. of Firms.
Under \$ 20,000.....	1,182
Bet. 20,000 and \$ 40,000.....	85
“ 40,000 and 75,000.....	52
“ 75,000 and 125,000.....	35
“ 125,000 and 200,000.....	21
“ 200,000 and 300,000.....	13
“ 300,000 and 500,000.....	18
“ 500,000 and 750,000.....	7
“ 750,000 and 1,000,000.....	3
Over 1,000,000.....	22
	<hr/> 1,438
Unspecified.....	793
	<hr/> 2,231

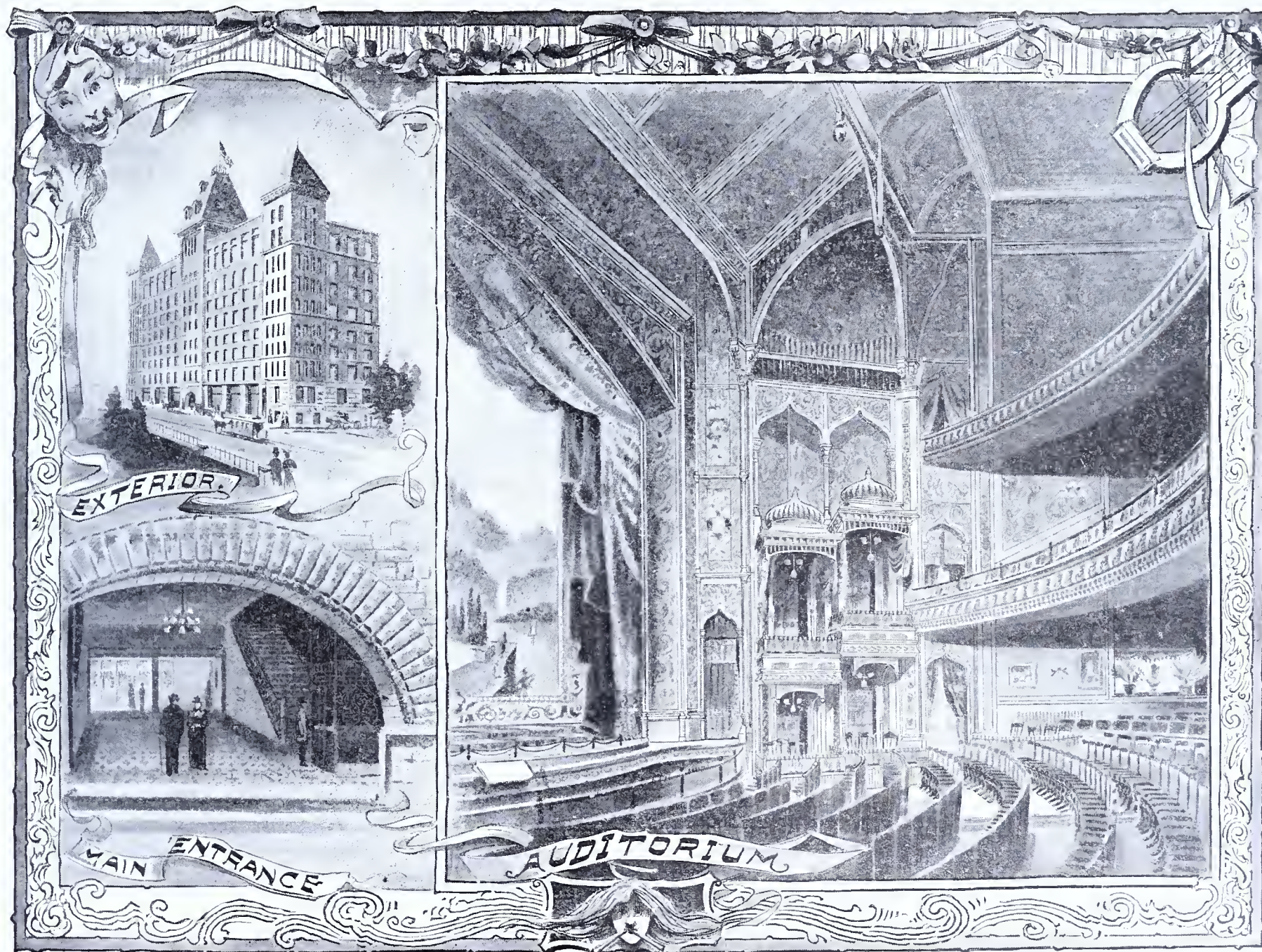
The total capital represented by the trade and industries of Portland is something over \$75,000,000, as compared with \$70,000,000 in 1890, \$63,600,000 in 1889, and \$56,536,000 in 1888.

To give here the details of PORTLAND's trade is impracticable. In the wholesale and jobbing trade almost all branches are represented.

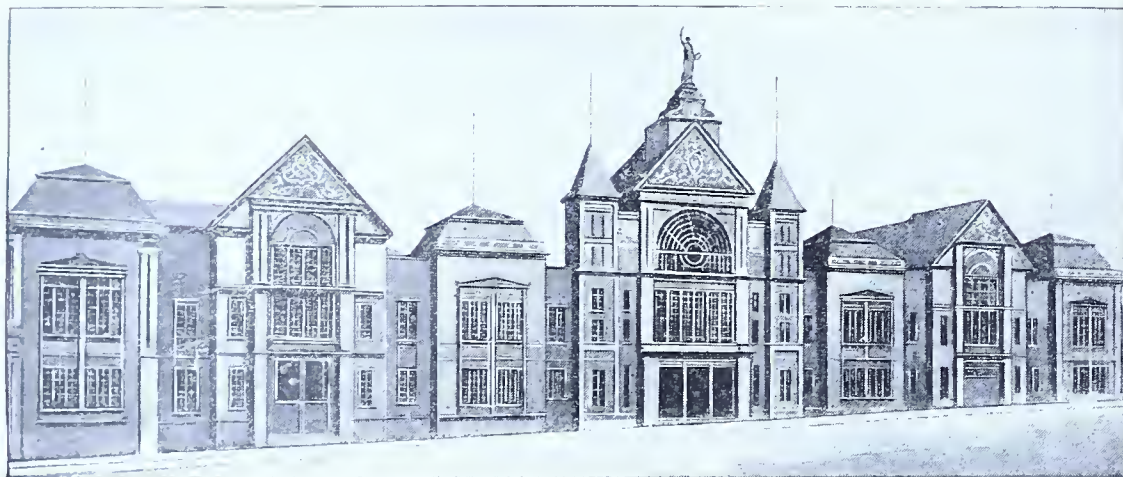
In the export and import trade, exports are divided between foreign countries and Eastern States. Wheat goes mostly to England and the continent. Flour follows the same channel and also goes largely to China and Japan. Lumber goes to England and the continent in the form of spars, timbers for masts, etc., and also finds its way to California, China and South America, but the greater part of the export is to the treeless regions east of the Rocky Mountains, and goes in the form of building materials, bridge timbers, ties, etc. Salmon finds its way to both foreign countries and the East, while cattle, horses, wool, hops, flax, fruit, etc., go almost entirely to the East. Of articles brought into the country for consumption, but a small portion comes from abroad, the high duty excluding most of these articles of foreign manufacture or production, and they are brought here from the East either by way of the sea or by rail.

The Chamber of Commerce of PORTLAND is an active, energetic organization, fully alive to the needs of trade and participating with all trade organizations throughout the country in all matters tending to develop the commerce of the Republic. Practically, all the business men of Portland are members of the Chamber, and the interest of the individual is made the interest of the community. All elements bearing upon the commercial and financial standing of the city are carefully watched, and its gradual progress in manufacturing enterprises fostered and encouraged. The full extent of the field for which PORTLAND may successfully manufacture is only just beginning to be recognized. In a considerable number of articles at least, this field includes, not alone the whole Pacific coast, but South America, the Sandwich Islands, China and Japan.

Though some of her present manufacturing establishments have been in existence and operating in a small way for many years, the great bulk of the manufacturing done at PORTLAND prior to 1886, was in the staple articles of flour and lumber. At the present time, though the manufacture of these staples has largely increased, they do not constitute more than about one-fifth of the whole, and among the leading articles manufactured are to be found, in addition to these,



Marquam Grand Opera House.



Portland Industrial Fair Building.

(The largest Exposition Building on the Pacific Coast)

pig iron, cast iron pipe, iron work, wrought and cast, such as machinery, boilers, fences, etc., stoves, woolen cloth, furniture, sash doors and blinds, wagons and carriages, decorated glass, paint, oil, soap, bags, tents and awnings, pottery, oil clothing, brooms, brushes, boots and shoes, street cars, chairs, burial caskets, paper, trunks and valises, woodenware, tinware, show cases, machine oils, inks, perfumery, &c., &c.

The total output of PORTLAND factories for 1891 amounted in value to \$30,854,608, an increase over 1890 of \$3,845,942. and the number of employees in the factories was for 1891, 12,283; an increase over 1890 of 2,066.

In addition to the advantages which PORTLAND offers to the manufacturer, in the facilities which her complete system of transportation affords for collecting the raw material and distributing the manufactured product, not alone to all parts of the United States, but the world, she has cheap fuel, an abundance of raw material, such as iron, wood, lime, cement, and many others, and is the center of the wool trade of the Pacific Northwest. But one of her greatest advantages, is in the abundance and cheapness of the water power afforded by the falls of the Willamette river. This power never freezes, is ready for use day and night, winter and summer, on each and every one of the 365 days of the year; is easily used and is surrounded by solid rock, offering the most

permanent foundation possible for the many mills, the machinery of which its waters are one day to turn.

In regard to this great power, the following is quoted from the *Morning Oregonian's* statistical edition of January, 1892.

"It is perhaps not generally known at the East that Portland has the greatest water power in the United States, with the exception of Niagara Falls. This is the falls of the Willamette river at Oregon City, thirteen miles above Portland, but



Washington Building.

BANK OF BRITISH COLUMBIA.



PORTLAND SAVINGS BANK.

FIRST NATIONAL BANK.



WINSWORTH
NATIONAL
BANK.



BANK
OF
LADD
&
TILTON.



nearly all the extensive factories now located there are owned in Portland, and the power from the falls is controlled by a Portland corporation, which transmits the power to this city; so it may be regarded, practically, as a part of Portland. A fair idea of the extent of the falls as a water power can be had from the statement that the volume is more than three times as great as St. Anthony's falls at Minneapolis.

On both banks of the falls are steep, rocky bluffs, with room enough for only a single line of factories between the water and the base of the cliffs, but all the power can be made available by using it to make electricity, and delivering the current wherever it shall be wanted for manufacturing purposes on either side of the river between Oregon City and Portland.

The falls have over 50,000 horse-power at the lowest stage of water, and this power is owned by the Willamette Falls Electric Company. They have erected at Oregon City, a station of 2100 horse-power, which is at the present time equipped with electrical machinery to the amount of 1800 horse-power. The current, under an average potential of 4000 volts, is conducted over aerial wires on the west bank of the river to the sub-station in Portland for sub-division. From the sub-station the potential is reduced to 1000 volts over aerial lines, and is again reconverted to fifty volts for commercial service.

Up to this time the company has not utilized any of its vast resources for the development of electrical power other than for lighting purposes. The many improvements and advances in electrical developments have caused the company to go slowly in the direction of motor power business, believing as they do, that the next twelve months will witness such marked improvement in this branch of the business as will make it very much less expensive to them for the erection of a plant of great magnitude for the purpose mentioned. The station now in operation is on the east bank of the river at the falls. The future electrical development will be on a grand scale on the west bank of the river, and the present station will be used for the electrical development of the east side of the river entirely. The available power at the falls at low water is, approximately, 50,000 horse-power. It can readily be seen that to utilize this vast amount of power directly by the use of water-wheels to different manufactories would not be feasible, for the reason that the different plants would occupy too much space, but by the concentration of water-wheels, say of 1000 horse-power units, as closely as practical and by using rope transmission from the same to dynamos on the high banks at either side would enable them to concentrate within a reasonable space the entire available power of the falls. From the station the power may be transferred electrically to any point desired. The loss in the distance between Oregon City falls and Portland is so slight as to

make it not worth consideration. The only difference would be the cost of the wire. The company would furnish as cheaply at a point in the city of Portland as anywhere along the line. The cost of development of water power in Oregon City in units of 1000 horse power, equipped with water-wheels, shafting, rope transmission, to station on the bluff, dynamos, pole lines and wires, will cost at the present prices, \$90 per horse-power, which is a trifle less than the cost of a horse-power by steam at the present time. This will be largely reduced in the near future. Allowing 6 per cent. investment on the capital to purchase this equipment of one horse-power and allowing a depreciation of say 6 per cent. on the plant which is excessive, then allowing \$1.50 per month, or \$18 per year per horse-power, as revenue for the company, they will furnish a horse-power in the city of Portland at an expense of about \$32 per year, or just a little over \$2.50 a month. Users of steam plants can make their own calculations. It is believed by experts that this company has already strung between Oregon City and Portland a sufficient amount of copper wire, that if they were enjoying to-day the advantages of the improvements that will be made in the next ten years electrically, to deliver the entire energy of the fall in the city of Portland."

A city whose manufacturing interests have grown up as those of PORTLAND have is certainly, to say the least, on a not unsafe foundation as a manufacturing center, while the success that has attended them in the past, goes far to prove the advantages which the city offers the manufacturer as a location for his factory, and, in a general way at least, answers the question as to whether or not manufacturing will pay in PORTLAND.

In the staples of flour, and lumber and its accompaniment, sash, doors, etc., the field for profitable manufacture is practically limited by the supply of capital and raw material only; the demand for these articles not being confined to this coast, but coming from all parts of the world is, to all intents and purposes, unlimited.

The success of the furnaces of the Oregon Iron and Steel Co., and the excess of demand over the supply of pig iron produced, leaves no doubt as to the demand that there is on this coast for this class of production, and the practicability of supplying it from this point. But the demand is not alone for pig iron, it is also for iron and steel of all grades and sizes, bar, rails, nails and all other classes.



Some Typical Portland Residences,—West Side.

The iron beds extend from a point forty miles north of PORTLAND to a point ten miles south of the city, are of a high grade as to quality, and exhaustless as to quantity, and should make this point the center of the iron industry of the Pacific Coast, and we can see no reason why rolling and nail mills would not meet with as immediate and great success as has attended the furnace now here.

As the metropolis of a section of country rich in the precious metals, including vast deposits of silver ore of all grades, this should be the seat not alone of extensive smelting and refining works, but also of lead and other works manufacturing the materials which these works separate from the precious metals. The ores are of all varieties necessary for mixing in order to flux at a minimum of cost, while iron ore, limestone and other necessary materials are at hand. A smelter with a capacity of 150 tons per day is in operation. But the amount of ore at hand runs into the thousands of tons daily, much of which cannot be handled because it is of too low a grade to bear transporta-

tion east, and there is not only ample room, but a demand for other smelters and their accompaniment of white lead works, pipe works, shot towers, etc.

If we may judge by the quantity of goods sold here and the abundance and quality of the raw material, there is an excellent opening for glass works, manufacturing at least the lower grade of goods, agricultural implement works, and manufacturing machinery of all kinds. In all these lines there is sold at PORTLAND alone, enough of the product to maintain manufacturing on a large scale, but the market would be the whole Pacific coast. Indeed, if we may judge by the past, there are but few articles sold in this market, that may not be manufactured here successfully, and especially is this so as to all bulky articles. The freight from the east gives the manufacturer located here, a large margin for profit in competition with his eastern competitor, and the facilities for manufacturing could not be better than they are here.



ADVANCE in real estate values, is the ever present attendant on the growth of cities in wealth and population, and PORTLAND has proven no exception to the general rule. As the village grew to the town, and the town to the city; as the country increased in population, and the trade of the city became proportionately greater; as time passed and it became evident that her position as metropolis and trade center was fixed beyond the possibility of successful rivalry, her real estate surely, if at times slowly, advanced in value. In common with other cities, PORTLAND has seen times when real estate was dull of sale, but at no time have values ever been run up beyond actual values, and at no time have they ever receded. The advance in value, being in all cases the result of advance in prosperity and wealth, has ever remained permanent.

That the same conservatism has ruled in the line of PORTLAND's real estate investments, that has so long governed her trade, appears from the fact, that all dwellings are rented, as a rule, long before they are completed, while in the matter of business buildings, and especially those suited to large wholesale houses, the demand is far greater than the supply. New population has come in response to the demands of the increased business interests, and all are occupied.

The recent extension of the business area of the city is the self-evident result of the above condition. Until within a comparatively short time, the principal retail business of the city was practically confined to a single street, and the wholesale houses clustered together upon another. These streets were parallel, running north and south through the city, the two streets nearest to the water front. Now, however, trade has so extended that not only are Front Street and First Street retaining all their prestige, but Second, Third, Fourth,



Some Typical Portland Residences,—East Side.

Fifth, Sixth and even Seventh Streets, parallel thereto, have become live and active mercantile thoroughfares, while a number of streets running east and west on both sides of the river have been transformed into business streets, adorned with elegant and commodious business buildings, all occupied by prosperous and contented traders. The business radius has been trebled within the past two years, and all stores occupied as soon as erected.

The complaint is at times made that desirable business and residence property is not readily to be had in PORTLAND; in one sense this is true. PORTLAND property is held as an investment not simply carried, and when an owner has his property properly improved and has learned from an experience of some years, that he may safely count on a net income of from ten to fifteen per cent. per annum on its value, he is naturally in no haste to dispose of the same. But desirable business and residence property, in some instances needing only the proper buildings to make it as profitable as any in the city, in others in part at least improved, is always

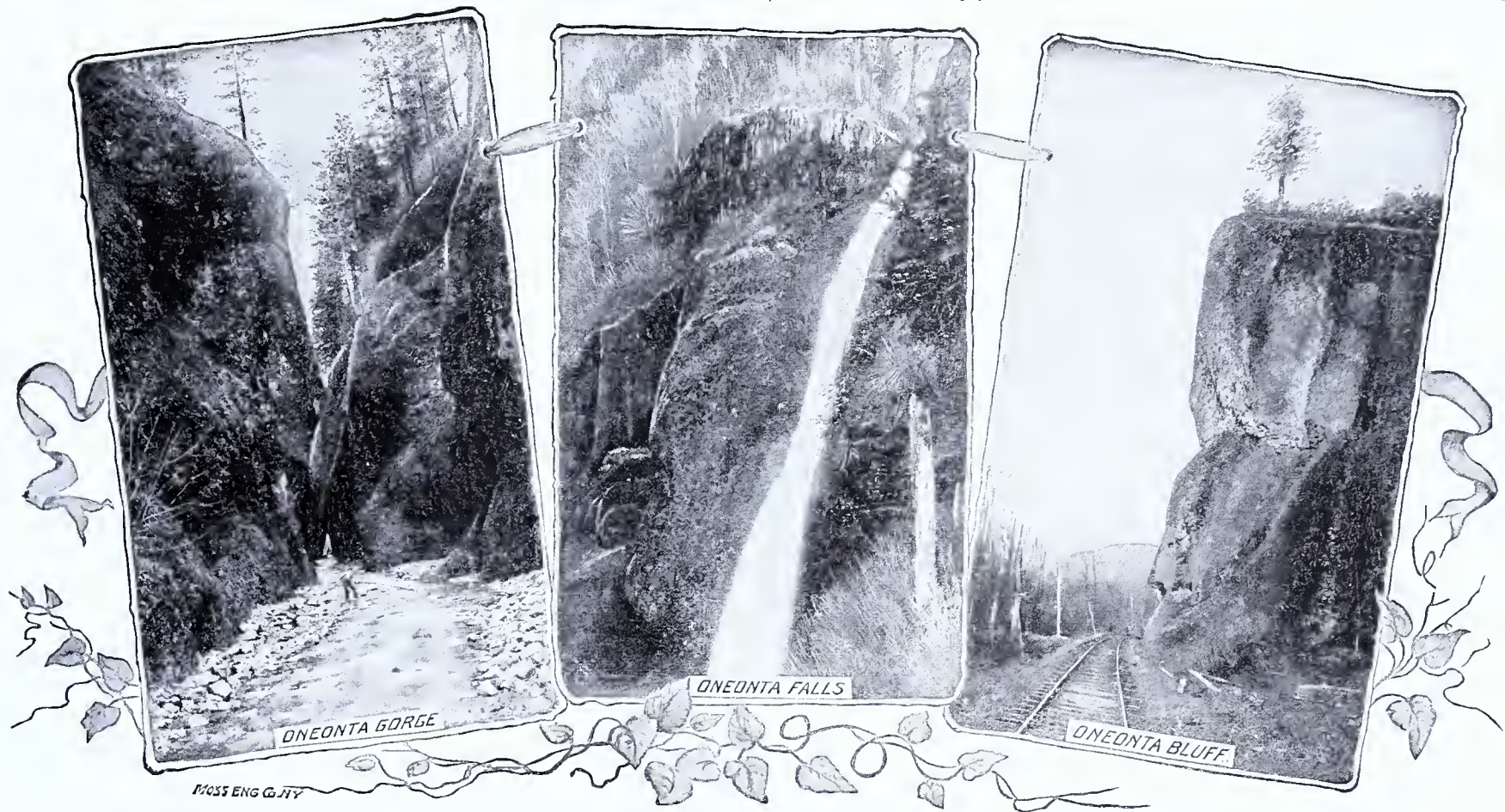
to be had at reasonable rates. Indeed, so rapidly is the business and residence portion of the city extending, that what is now considered on the outskirts of either class, will, immediately on the proper buildings being erected, become as choice as that now ranking as first-class simply because it is so improved as to be subject to occupancy.

The natural resources of PORTLAND's tributary country, are ten fold those of the Pacific Southwest, which have made San Francisco one of the great cities of the United States. The past leaves no room to doubt the permanence of her position as metropolis and trade center, nor the extent of her domain as such. That her future must be, as her past has been, one of rapid progress is certain. Is it too much to expect that she will at no distant day rank as the principal city of the Pacific Coast? The era of great growth is but just beginning, and the near future promises to far exceed the past. What an advance in population from tens to hundreds of thousands means to the owner of real estate, is so fully proven by the history of the property interests of



"Oregonian Building," fire-proof.

100 x 100 feet. Sandstone, Pressed Brick and Terra Cotta. Cost \$400,000.



Camera Glimpses of Scenery near Portland.

every great commercial center in the world, that it is no longer subject to doubt, nor mere matter of speculation.

Those who may desire to take advantage of the golden opportunities which PORTLAND certainly offers to the banker, the merchant, the manufacturer and the investor, need have no fear that, in making the city their place of residence, they will have to forego any of the educational or social advantages, nor yet any of the comforts or luxuries of life, which they would find in the older cities of the east and to which they may have been accustomed, while in all of attractiveness

which natural beauty of location and surroundings lends they will find PORTLAND to be without a peer among the cities of the United States.

Nature has showered her choicest blessings upon the country of which PORTLAND is the center; as a brilliant gem in rich setting, she evokes surprised admiration from all who gaze upon the beauties in which she is clothed, and those who have lived for a time in her surroundings never again can attach to other localities the endearing title of home.



Armory, Oregon State Militia, Portland, Oregon.

(200 x 200 feet.)

From all portions of the city may be seen the Cascade mountains, with their snow clad peaks, while, as the hills to the west are ascended, the view broadens until, from the extreme top of some of the higher points may be seen, to the east, the broad valley with its two majestic rivers, the Columbia and the Willamette; in the foreground, PORTLAND; in the middle distance, Vancouver; and bounding the horizon on the east, the Cascade mountains, with the snow clad peaks of Hood, Adams, St. Helens and Rainier; to the west, the valley of the Tualatin, dotted with farms and villages, stretching away from the foot of the hills to the Coast range, which alone shuts out the view of the Pacific ocean and bounds the horizon on the west. Nor is this view ever the same. Every gorge and projecting spur of this range of hills

has a beauty of its own, lending to each point of view a charm peculiar to itself, and making a never ending variety of wondrous scenery.

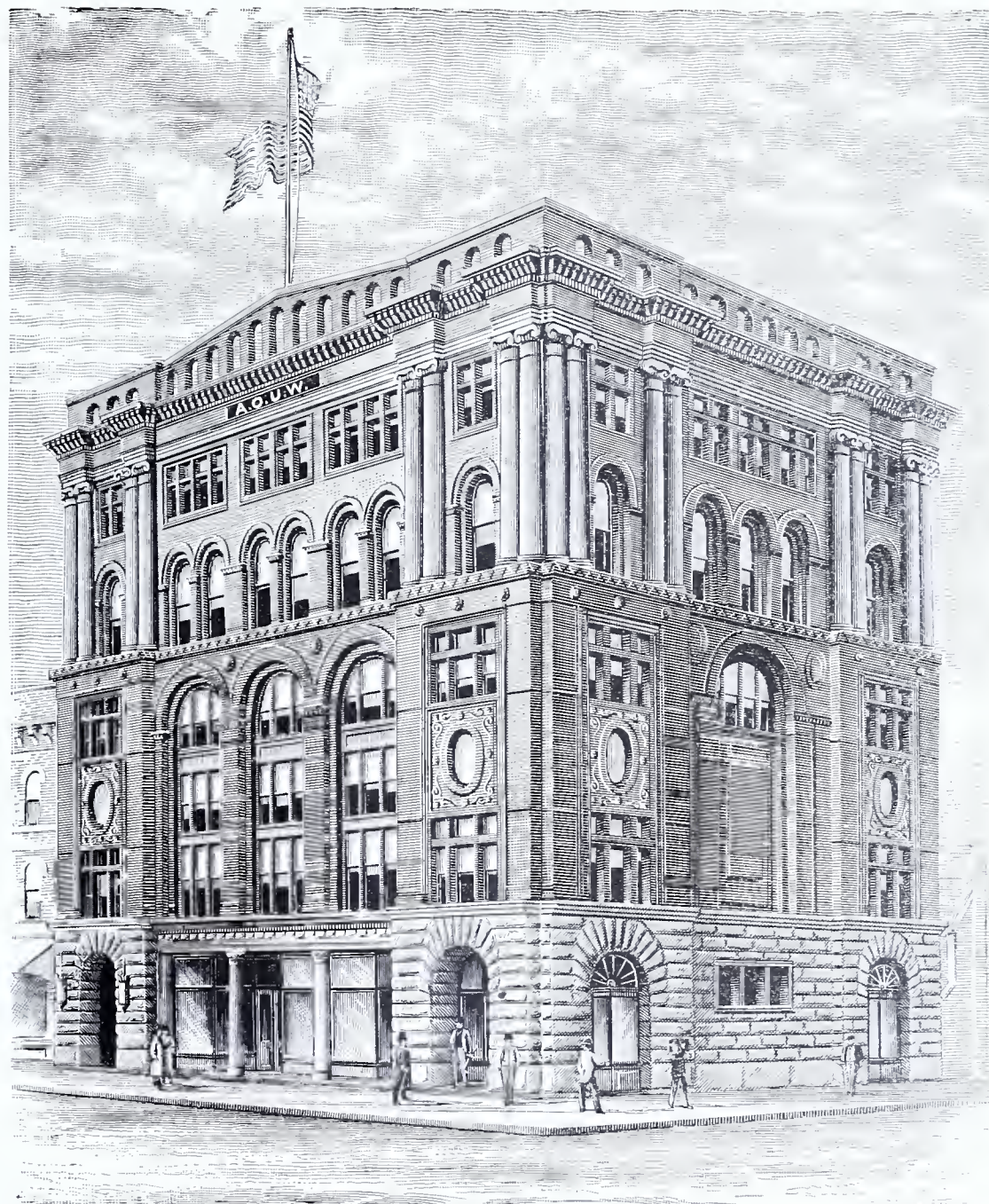
Within the limits of an outing of from one to three days' duration, the citizen of PORTLAND may, at his will, find all that variety of the beautiful, the grand and the terrible, which nature produces in her various moods. The Columbia, without a rival in the grandeur of its scenery, as it has but few in the volume of its waters, offers him passage to the heart of the Cascade mountains and return between the rising and the setting of the sun. Here are the cliffs of the Yosemite, only greater in extent; the valley of the Yosemite, only longer and wider; and



Club House, cor. West Park & Alder Sts.—Cost \$105,000.

flowing through all a river more mighty than the Hudson, the Rhine or the Mississippi. If he follows the river to the sea, he finds a beauty which varies from the low lands of the Mississippi in the immediate foreground, with the mountains of the Coast and Cascade ranges in the distance, to the Palisades and rugged banks of the Hudson or the Rhine. He may leave the city in the morning to be lost among the yawning chasms, roaring torrents, or peaceful lakes of the Cascade range, or be treading the glaciers of Mount Hood before the setting of the sun. In short, within an hour's walk of the heart of this busy city, are beauties surpassing the White Mountains or Adirondacks, while the grandeur of the Alps lies within the limits of a day's picnicking.

Many citizens of our eastern cities who are familiar with all the natural beauties of European countries, and who make frequent tours across the Atlantic, know but little indeed of the far superior natural attractions of their own country. But "the school master is abroad," and the future will clearly show the result of education in the marvelous growth which awaits the entire country of the Pacific Slope. This point is happily touched upon by Mr. H. W. Scott, Editor of the *Oregonian*, in the following words, which are taken from an address which he delivered before the committee preparing for the reception of the delegates to the General Presbyterian Assembly of the United States, which is to meet in PORTLAND in May, 1892.



Temple, Ancient Order United Workmen.

“When the number and character and standing in the world of thought and action of those who are to visit us are considered, it will be seen that there is a large field of duty here. To these visitors, so far as we can, we must show Portland, Oregon and the Northwest. There is mutual and reciprocal need. We need them; they need us. Naturally they look on our newer states in some respects as a missionary field. We shall not dispute about this, but we shall set ourselves to an effort to enlighten the missionaries, and to convert them too. We believe we can give them a wider point of view right here, on a great variety of things than they ever had before in their lives. They will find no point from which they can get a larger view of the world. We shall show them that we feel here the currents and pulsations of cosmopolitan life, that we, too, stand on the summits of human history. We shall show them that, as one sees a new firmament as he passes beyond the tropics, so he who comes to the shores of the Western ocean may find a world of thought and feeling and action different in many ways from what he has heretofore known. “Light From the East” is a figure borrowed from the sunrise, but the sun gives light through all his course; and so light springs from the study of



Corner Sixth and Burnside Streets.—Wholesale Drug House.



Corner Third and Washington. Dry Goods Store and Offices.

Massive Stone, Compressed Brick and Terra Cotta. Entire Material, including Marble Halls, Vestibules, &c., of Oregon production.
Cost of Building, \$250,000.

man in his whole career and in all his situations. It devolves upon us to do our duty to our visitors and ourselves, so that it may be seen that the proverb will be as true, and in some ways more impressive, when written, "Light From the West."

MUST DRAW AWAY.

In order to see clearly, in order to see the proportions of things at a distance, one must draw away a little from his own station. This is as true in the map of mind as in the atlas of the globe. The intellectual movement of the race is mainly the result of tides of thought, of currents of opinion, acting and reacting upon each other. Portland, Oregon, the Northwest, is to entertain a great general assembly, and we are to get something and to give something for it. It will be no ordinary occasion. History is behind it; there are materials of further history in it; it is a point to which eyes will be drawn from all quarters, and the discussion will be world wide. Portland indeed would be strangely insensible to an opportunity if she did not manifest an interest in it. But there is no fear of negligence or indifference on her part. An event that would draw to Portland so many people of distinction in affairs would of itself be regarded as highly important; and when the general interest that will be felt in the debates on the subjects to be considered shall be added subjects pertaining to the inquiry about man's relations to the infinite—the only inquiry in which interest never flags—we shall have a great deal to engage our attention. But while following the current of these thoughts, it will not be necessary to forget that we live in the world, and that we have here a fine city and a group of great states to show men and women who can appreciate them. From those who attend this assembly many a message about what they see and hear will be borne widely throughout the United States. Naturally we take pride in the city and state in which we live, and the ecclesiastical and theological mission of our visitors need not forbid us to show them what a city is ours, and what a country. Even Paul, who can hardly be called a "boomer," paused in an earnest discourse to say a word in praise of the city he hailed from."

ALL that remains within the scope of this pamphlet is the addition of a few illustrative points bearing upon the general business of PORTLAND and its financial facilities. No surer index can be had of a city's growth than the volume of its Postal business. The receipts at the Post Office and the net income to the government are figures which carry with them their own story.

We append the figures for eleven years at the PORTLAND Post Office :

Year	Receipts.	Net income to govt.
1880.....	\$50,932 47	\$28,108 03
1881.....	90,093 75	34,784 02
1882.....	97,665 71	45,230 15
1883.....	111,210 80	58,747 41
1884.....	90,714 73	46,973 82
1885.....	98,289 03	46,487 74
1886.....	111,060 66	48,706 15
1887.....	138,091 60	53,145 60
1888.....	163,310 87	65,356 38
1889.....	182,325 69	76,421 20
1890.....	202,941 80	105,745 50
1891.....	211,743 73	114,431 05

MONEY ORDER BUSINESS.

Year	No. orders issued.	Amt. of trans'ns.
1880.....	10,735	\$1,342,010
1881.....	12,245	1,485,138
1882.....	15,476	1,800,255
1883.....	20,983	2,294,346
1884.....	21,381	2,235,033
1885.....	20,870	1,949,176
1886.....	30,814	1,764,724
1887.....	21,918	1,959,544
1888.....	31,954	2,237,643
1889.....	32,846	2,531,480
1890.....	36,429	2,909,416
1891.....	41,653	2,907,523



Corner Fifth and Yamhill, College Building.

Property in the city of PORTLAND has for many years been assessed at about one-third of its selling value, from which the tax payer is permitted to deduct his indebtedness in the state. The following table made from official records is interesting, not as showing actual values but as a table of comparative growth.

ASSESSED VALUE OF PROPERTY.

Year	Gross Value of all property.	Indebtedness within State.	Total Value of Taxable property.
1871.....	\$6,803,268	\$ 739,168	\$6,064,106
1872.....	10,657,990	1,599,470	9,058,525
1873.....	11,642,050	2,452,846	9,187,524
1874.....	11,054,705	2,746,325	8,308,380
1875.....	10,172,350	2,727,050	7,445,300
1876.....	12,113,255	2,480,505	9,632,750
1877.....	11,443,730	2,643,002	8,800,728
1878.....	12,310,375	3,179,600	9,130,875
1879.....	12,109,450	3,322,150	9,787,300
1880.....	13,512,955	4,000,493	9,512,560
1881.....	15,277,405	3,963,540	11,313,865
1882.....	17,698,450	4,771,805	13,626,655
1883.....	19,397,750	5,360,520	13,869,830
1884.....	19,246,715	4,797,255	14,316,435
1885.....	18,557,650	4,994,775	13,448,925
1886.....	18,879,370	4,930,635	13,834,850
1887.....	20,146,260	5,462,395	14,572,665
1888.....	21,533,550	6,147,190	15,303,310
1889.....	25,660,965	7,265,805	18,406,440
1890.....	33,730,525	10,021,735	23,647,555
1891*.....	59,750,455	14,229,380	45,521,075

*The assessment for 1891 took in the consolidated city (embracing East Portland and Albina). Of this amount about \$36,000,000 worth of property is situate on the West and about \$9,500,000 on the East side of the river.

The direct imports through the custom house of a city of PORTLAND's size form likewise an excellent index of the extent of its business with the world, though of course a very large portion of the foreign goods imported by Portland merchants are for various reasons



Corner Sixth and Washington, P. H. B. S. Building.

of convenience or freight entered through the custom houses of New York and New Orleans, and then forwarded by ordinary rail carriage.

During the year imports were \$1,298,221, an increase of \$305,960 over 1890.

Of this amount duty was paid on \$1,031,737, while goods valued at \$753,815 were entered for immediate transportation to

other districts in the United States, and goods valued at \$213,564 for shipment through the United States to points in British America.

The receipts as from their various sources are segregated as follows :

England.....	\$504,502
Scotland.....	4,877
British Columbia.....	78,309
Italy.....	11,823
France.....	3,309
Germany.....	16,025
Sweden.....	3,908
Switzerland.....	4
Peru.....	28
Chili.....	2,355
Austria.....	4
Belgium.....	62,558
India.....	136,387
Cuba.....	59,427
Australia.....	28,313
China.....	172,371
Japan.....	214,021

Total entered for consumption or ware-
house at this port.....\$1,298,221

NEW BUILDINGS.

The following list shows the amount expended in building improvements each year of the past decade. It embraces only business blocks, residences, factories, public buildings, churches, etc., and does not include street railways, bridges, street improvements and the like :

1882.....	\$2,977,600	1887.....	\$2,784,024
1883.....	3,039,100	1888.....	3,552,639
1884.....	2,109,500	1889.....	5,000,879
1885.....	964,400	1890.....	5,073,490
1886.....	1,989,191	1891.....	6,647,465



Corner Fifth and Washington Streets.



Worcester Block, Third Street, between Oak and Pine.



Brewery.

REAL ESTATE TRANSFERS.

Sales of Real Estate during the past ten years were as follows :

1882.....\$6,686,731	1887.....\$5,824,770
1883.....5,784,861	1888.....7,035,866
1884.....1,200,069	1889.....14,140,352
1885.....1,542,175	1890.....12,991,809
1886.....2,135,009	1891.....11,020,608

The following statement of the amount of tonnage in and out for the month of January, is taken from the *Morning Oregonian* of February 2d.

"The tonnage in and out of the Columbia river during the month of January, as taken from the records of the Merchants' Exchange of this city, figures as follows:

INWARD :		
	No. of vessels.	Registered tonnage.
Deep sea.....	24	32,878
Steam.....	24	19,338
Coasters.....	4	1,773
Total.....	52	54,049
OUTWARD.		
Deep Sea.....	26	35,542
Steam.....	21	17,759
Coasters.....	8	2,531
Total.....	55	55,832
Total in and out.....	107	109,881

"The latest clearings reported at the Astoria custom-house with the rates of charters are :

"The British bark Bessfield, 1292 tons, Queenstown for orders, 44.708 cents Walla Walla wheat, valued at \$75,990; loaded by the Pacific Coast Elevator Company; 47 shillings 6 pence.

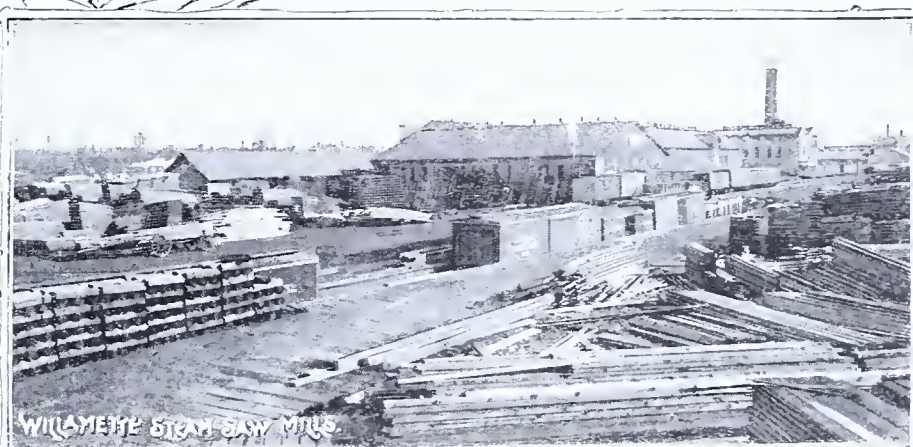
"British ship Greystone Castle, 1835 tons, Antwerp, 62,236 cents Walla Walla wheat, valued at \$94,390; loaded by Pacific Coast Elevator Company; 47 shillings 6 pence.

"British ship Flidia, 2405 tons, Queenstown for orders, 82,839 cents Walla Walla wheat, valued at \$142,000; loaded by C. Caesar & Co.; 43 shillings and 9 pence."

In special reference to the banks of PORTLAND we quote the following from a source well qualified to write upon the matter :

"It is no idle boast to say that in point of commercial stability PORTLAND ranks with any city in the United States. This fact is recognized all over the coast, as well as in every financial center of the East. PORTLAND's wealth was won in legitimate trade and manufactures, and, being based on the natural richness of the country, grew in proportion to the development of the agricultural, timber and mineral resources of the regions for which she was the mart.

"The banks of this city, without exception, confine their loans to the legitimate business of PORTLAND and the interior, and they have ever done so. No instance can be recalled when a bank has stepped outside of its



Some of Portland's Manufacturing Industries.

well-marked course, to enter into speculation. The banks have never discounted the future, hence they have never been 'caught.' Furthermore, the banks have always exerted a conservative influence upon their customers.

"It is not to be observed in PORTLAND that banks build extravagantly fine buildings or adorn their rooms with lavish furniture and fixtures, or that bank officers take chances in speculation, or bedraggle themselves with politics, or attach real estate schemes collaterally to their main enterprise. It is to be observed that they guard zealously all business interests which are conducted on well-established principles, and no sound enterprise has yet suffered by reason of lack of support from banks. The banks which have been established within the past four or five years have followed the path laid out by the pioneer institutions. Indeed they would not have succeeded otherwise. With two exceptions the banks of PORTLAND were established by local capital and are owned and conducted by residents of the city, generally by men who were formerly engaged in mercantile business, and this is one reason of the very close relations between the banks and the merchants. Besides being able to serve every need of PORTLAND, the banks of this city are strong enough to assist many banks in the interior of Oregon, Washington and Idaho, and they do so regularly whenever crops are to be moved, and when, at other times, the local supply of money at interior points is not equal to the demand. They also do the banking for numerous fishing enterprises on the Columbia river between the Cascades and Astoria, and during the salmon season, loans reach a large volume.

"The average Eastern man, familiar with the method of 'boom' cities of the far West, when he visits PORTLAND, is usually surprised when he finds here not only extensive commerce, but so many large financial institutions established on an absolutely sound basis and conducting their affairs on sound principles which more than one Western city could adopt with profit."

Though the Pacific Northwest is but just entering upon the stage of growth and settlement, and the age of the full development of its great wealth of natural resources and its most complete prosperity waits upon the addition of many millions to its population, and is yet to come, the benefits to accrue to the CITY OF PORTLAND from its many advantages of position, are not wholly in the womb of the future, but have been realized in the past in exact proportion to the general development of the country at large, and are presently from day to day accruing, keeping the exact pace with the general march of improvement.

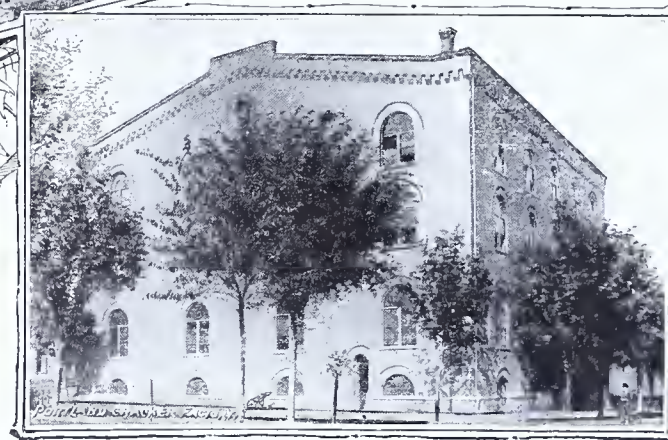
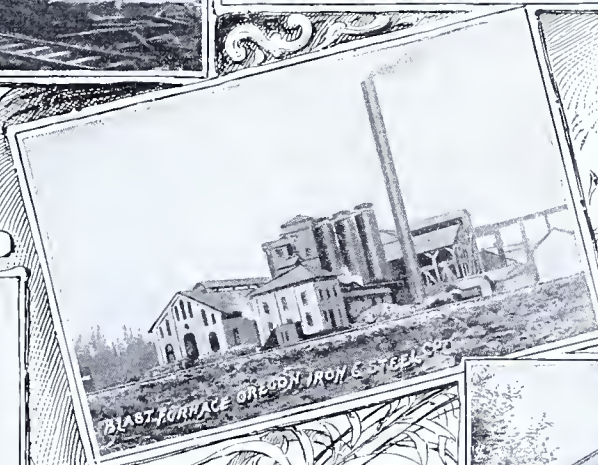
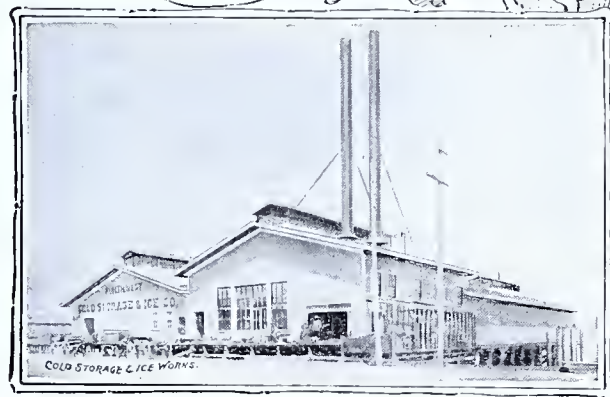
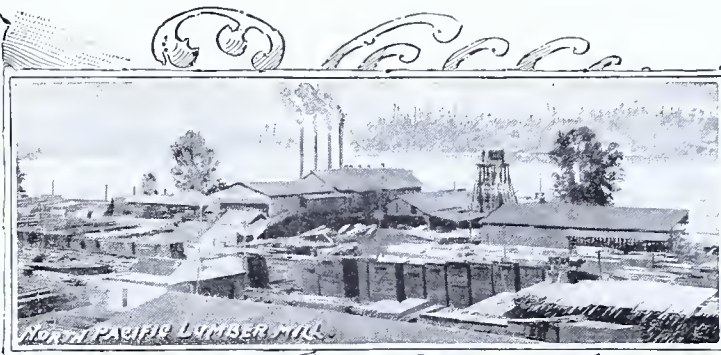
Though as the years of a city, or even those of a human life, are numbered, PORTLAND is young in years, it has reached a position as to trade and wealth which, in proportion to population, is unequalled in the United States, and probably in the world. Already it counts its millionaires by the score and those who are worth their hundreds of thousands by the hundreds. Nor is the wealth of the city in the hands of the few. The absence of any poor quarter attests the almost absolute lack of poverty, while the general prevalence of comfortable homes requiring ample incomes for their maintenance, attests the universality of prosperity and the general distribution of independent means.

Were this accumulation of wealth in so young a city the result of the gathering together here of fortunes made elsewhere, its existence would, nevertheless, be sufficient evidence of the advantages which the city offers as a place of business and investment. But this wealth was not brought to PORTLAND but was accumulated in PORTLAND. Not one of the wealthy of the city but came here poor to grow wealthy here, and the wealth of the city is the result of its advantages as a seaport, as a center of transportation, as a center of trade and manufacture and as a field for investment, advantages which are all the result of that natural strength of position which has already been pointed out.

The advantages which have given to PORTLAND its present position, being the result of natural causes not subject to change, are presently working, as they must continue to work for all time to come, the same results as those produced in the past, causing the constant increase in the trade and wealth of the city. To the new-comer is offered the same opportunities that in the past made the fortunes of those that are here.

Further information will be furnished free of charge to all applicants, and those who desire full information as to either city, country or climate, should call on or address,

THE OREGON IMMIGRATION BOARD,
10 Ash St., Portland, Oregon.



Some of Portland's Manufacturing Industries.



Willamette Falls.

